

Department of Licensing
Washington State Motorcycle Safety Advisory Board Meeting
June 3, 2005

1. Call the meeting to order

2. Introduction of the Board Members:

Tom Wolfe: Washington State Patrol
Larry Walker: Club Member/Washington Road Riders Association
Rafael Garcia: Public Member
Bruce Santy: Club Member/BMWOA
James Whilborg: Club Member/ABATE
Carl Spurgeon: WMSP Coordinator and DOL Liaison

3. Explanation of the Board

The Advisory Board was established by law to gather public input about motorcycling safety and report the findings to the Department of Licensing Director.

4. Review the minutes from the last meeting

Approved

5. Old Business

None

6. Reports

Motorcycle Webpage Presentation - Portia Fielding

Portia reported that there are concerns about finding Motorcycle information on DOL web site however they are working to make information easier to find. Public Affairs is testing the new web site with the general public. The process includes a representative sitting with the costumer while working their way around the web site. Board members requested an opportunity to participate in the next session that is conducted. The launch for the new web site is set for January 1, 2006. People are only able to find information they are looking for about 40% of the time. A prototype was shown of the new web site.

Q. Would it be possible to get a bullet for motorcycle License on the Homepage?

A. We are finding that customers are finding this with no problem at all.

Q. How can we get to the board meeting information?

A. There will be a new search engine, and there will also be a bullet on the main motorcycle web page.

Q. Can you list the types of licenses?

A. Yes, it will be on the web page.

Q. Can you eliminate some of the pop up blockers?

A. We are trying to keep everything on one page?

Q. Will you come back to a December 2005 meeting?

A. Yes

Database Update - Ronell Osberg

Ronell reported that the database was finally up and running. She stated that there were a few glitches still in the program, but the Information Services people were working with her to get those fixed. The backlog on the Student completion reports was complete, and that the retention period would only be for 6 years on the information in the database.

Legislation - Larry Walker

Technical correction bill stalled in Senate Rules-We don't know why that it was stalled.

Changing requirements for children riding on motorcycles-This was to bring children riding on motorcycles in line with children and car seats. This bill did not pass.

Free left hand turn-If you go through one full cycle of lights, then you may treat the light as if it were a stop sign.

Insert motorcycles in the commute trip reduction-HOV including people driving Motorcycles. It has stalled out in House Transportation Committee.

ATV Safety Training Mandating free training for all ATV owners.
Failed.

Lane Splitting Bill-This was to allow motorcycles to "white line" or "lane split" during periods of congestion. This went nowhere, and died out in the House Transportation Committee.

Helmets-Wearing helmets allowing the decision at age of 21 to whether they want to wear a helmet. Didn't go anywhere. Neither the House nor Senate heard the bill.

Making Insurance mandatory on motorcycles-Bill died in the Insurance Committee.

Left Turn Light, do you think that it will pass in the future?
Yes

Would law enforcement ticket for the left turn lane if the stoplight doesn't change?
It is by the police officer's discretion.

Is this legal in any other state other than Washington?
Tennessee

Motorcycle Budget - Erik Hansen

Erik Hansen presented an overview of the Motorcycle Safety Education Account and how it is affected by the 2005-2007 biennium legislative budget. He presented the projected balance sheet for the fund for the next four biennia. The balance sheet shows the beginning fund balance, the forecasted revenue and interest earnings, and the projected expenditures. The resulting ending fund balance each biennium is approximately two million dollars.

Erik explained the changes to the account as a result of the 2005-2007 legislative budget. Additions to the account were made both at the maintenance and performance levels.

Maintenance level was adjusted to cover some increasing administrative expenses, and the performance level was adjusted for some administrative expenses and also for a decision package submitted by the agency for legislative approval. The decision package was a request for additional staff to manage increased workloads and more fully meet statutory requirements. The legislature funded an additional \$412,000 and 2.50 staff positions. Senate Bill 6091 also stated that "the department shall informally report to the transportation committees of the legislature detailing the progress made in implementing national highway traffic safety assessment guidelines. Reports shall be made by the following dates: November 1, 2005, and each November 1st thereafter."

05-07 \$422,000 performance item will it incorporate into line 2?

Yes

Motorcycle FTE's - Carl Spurgeon

Eric touched on the 2.5 FTE's for the motorcycle program. Two other positions will be filled with two Technical People along with an admin position. The Technical people will do policy work, training, data analysis, data entry, everything the manager does except manager responsibilities. I have been working on all positions, and now am ready to meet with Human Resources, until I can start the advertising. We are not sure of when we will be able to start.

Comment from board: We need to fill these positions as soon as possible.

New Site Contracts - Carl Spurgeon

Contracts are still in the works of being written, and you will have them as soon as possible. All but King County-Shoreline Site will be awarded by July 1.

Can you talk about other sites than King County?

No

7. New business

No items

8. Comments from the Board

Jim-The meeting we had in Moses Lake, I would like to say that I was happy that I had the opportunity for attending the Instructor update. I really learned a lot.

Larry-There is language that puts in motorcycle grants that will go nationwide. Larry-They're also going to put motorcycle representatives on a committee on road construction at the table.

Carl-We applied for a grant request for alcohol and motorists awareness but we are waiting for the Traffic Safety Commission to process it. We asked for about \$25,000.00 to promote awareness.

When will they announce that? I would think that it would be September.

9. Public Forum

Are announcements were being sent out electronically?

Yes.

1:1 ratio of subsidized classes vs. non-subsidized we are capping out. Can we go past that cap out or do we have to stay with the 1:1 ratio? Not for the overall contract but you can go outside of the 1:1 student rate within a short time frame.

Some time ago (2yrs ago ish?) the WRRRA pushed to make training more available by opening up the opportunity for the public to take WMSP courses without waiting for a subsidized class. To do this they would pay the full cost to take the course. With the subsidy it is \$100, without the subsidy the cost runs between \$205- \$275 (this varies between sites throughout the state).

At the time that this law was written there was concern that certain schools might decide to no longer offer subsidized classes and just run the full cost courses. To protect the public from this abuse a provision was put into place limiting any training site from teaching any more than one basic course subsidized student to a maximum of one unsubsidized student, the 1 to 1 rule. At the time it was not conceivable to those writing the law that this provision in itself may become a limiting factor to timely availability of training.

Times have changed and our school is looking at running at less than full capacity due to this limitation. When this issue was brought up at the last advisory board meeting several other site contractors at the meeting agreed that they also could foresee the same issue happening to them. The purpose of the change in the motorcycle program was to make training more available and it has worked. Because of this law our school has more than doubled the number of students that we can train reduced the wait time to get a class from 6 months to 30 days (3-4 months for subsidized classes). We have also been able to reduce our subsidy from the state due to the extra revenue to cover administrative expenses.

However I believe it is time to revisit the intent of this law and make an attempt to update it to meet the current needs. I feel that we should be permitted to train an unrestricted number of unsubsidized students pending we use all of our training funds within our contract periods. If the law is rewritten I believe a clause requiring training sites to disperse their subsidized courses to last over their entire contract period and only open a second schedule of unsubsidized classes secondary to the subsidized training. This would keep the spirit of the law intact and still meet the growing need for training. The WMSP does not have the funds to meet the public's need for training however many of the schools can if unrestricted, let us do our job... that is why most of us got into training to start with!

How to take the state money and make it go farther?

At one time there was the one fee. It hasn't gone away. I think that it still is up for discussion.

When they canceled the bid, there was a difference in the amounts of money the state was awarding. A large portion of funding is for out of state military. Therefore, we spend more money training out of state military than on residents. Can there be a way to adjust

for the military training that are registered out of states? This is a concern for me because the military students may not be paying back into the program. Bret, can you please provide Ronell with the information on how many students you are training that is not paying into the state fund.

Currently Washington state law requires contracted training sites to permit military personnel and families stationed in Washington to be eligible for WMSP subsidized courses. I agree that this is a good idea and has very good intention; however there has been no adjustment as to how to compensate for funding those individuals for any given area without reducing the availability of classes to tax paying citizens.

The reason this is a valid issue is that when assigning funding to the different sites the WMSP looks strictly at motorcycle registrations for that given region. The problem is that we have found well over 50% of the military we train have out-of-state drivers licenses and therefore also register their motorcycles out-of-state. This means that they never show up in the registration count when assigning funds for training.

We train two major military installations in Pierce/Thurston counties and used \$14,641 of our budget to train out-of-state military personnel. Every year is showing a substantial increase in out-of-state military needing training and it is affecting our ability for Washington residence to get subsidized training in a timely fashion.

The following statistics are limited to only Army personnel that took a subsidized basic rider course. Air Force personnel, full-tuition military, and military ERC students are not included.

Carl-reported on GMAP for the Program. Tom Wolfe, SGT WSP commented that they had been using this program for several years and it was effective. We have about 6 or 7 line items measuring where we are at and what we are doing on how our program is going.

What is the status of the board apps for the advisory board?
Nothing

When will it be scored?

They all have to be scored, and presented to the director with the final tallies. And will be announced by the end of June.

**NEXT MEETING SEPTEMBER 9, 2005 AT THE LACEY LICENSING OFFICE
AT 7:00 P.M.**

10. **Adjourn 9:00

General Information:

DOL web page is <http://www.wa.gov/dol/drivers/wmsp.htm>

WMSP Coordinator, Carl Spurgeon 1-800-962-9010 choice 9.